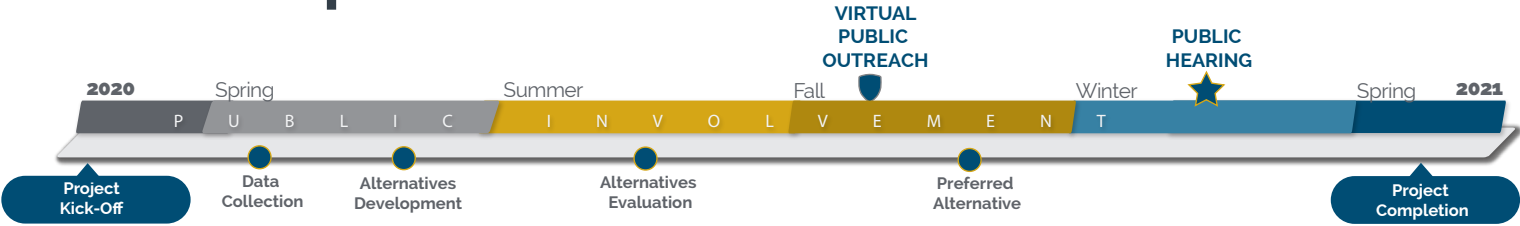


Participate in our virtual public outreach anytime between Nov. 16th and Dec. 14th.

Watch a project video, view exhibits and provide comments. Join at www.I55LorenzIL129Outreach.org

Next Steps



Illinois Department of Transportation
Division of Highways – District 1
201 W. Center Court
Schaumburg, IL 60196

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We want to hear from you!



Tell us your thoughts on these improvements at www.I55LorenzIL129Outreach.org, by emailing us at LorenzIL129Study@gmail.com or by sending written comments to:

Illinois Department of Transportation
Bureau of Programming
Attention: Anna Kutryn, P.E.
201 West Center Court
Schaumburg, IL 60196



I-55 STUDY
LORENZO ROAD + IL 129

I-55 AT LORENZO ROAD AND AT IL ROUTE 129

The Illinois Department of Transportation (Department) is developing a plan to improve the interchanges at Lorenzo Road and at Illinois Route 129 (IL 129) along I-55 in Will County near the City of Wilmington. Previously, the Department has evaluated these interchanges and held three public meetings to gather public input.

In 2018, the Department decided that the study of the Lorenzo Road and IL 129 interchanges should move forward and initiated the current study that will be processed as an Environmental Assessment under the National Environmental Policy Act (NEPA). The Department has included \$112,750,000 in its Fiscal Year 2021-2026 Proposed Highway Improvement Program for the design and construction of improvements of I-55 at Lorenzo Road and at IL 129.

The interchanges at Lorenzo Road and IL 129 are congested today. If no improvements are made, these interchanges will experience extreme congestion by 2050. This would also result in slower speeds on I-55 as traffic merges onto the ramps, and could potentially result in an increase of crashes if ramp traffic backs-up onto I-55.

The study area is experiencing growth and includes the City of Wilmington, BNSF Intermodal Facility, and Elion Logistics Park 55.



Purpose & Need

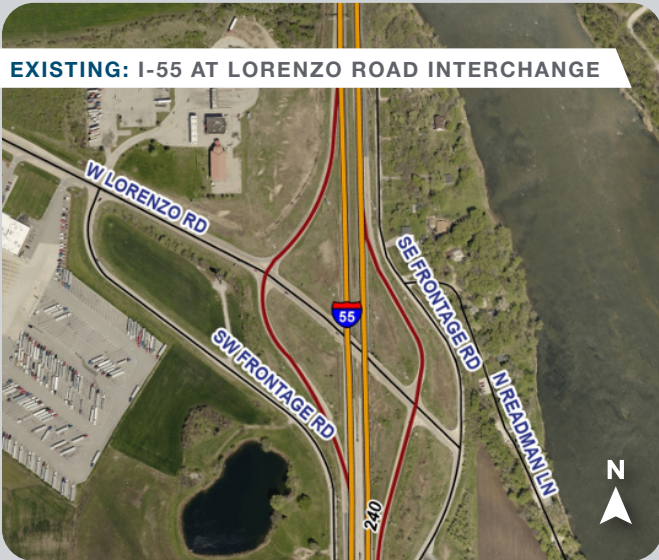
The purpose of the project is to improve safety, facility condition, and interchange operations of I-55 between Coal City Road and Lorenzo Road. The needs to be addressed include improving:

- Safety for all users
- Facility condition & design
- Regional & local travel & access

Existing Interchanges

As it exists today, the Lorenzo Road interchange does not meet current standards as the northbound entrance ramp does not meet current design speed criteria. The minimum length of ramps without auxiliary lanes is also not met for the northbound entrance or southbound exit ramps.

The existing IL 129 interchange does not provide access to the west side of I-55 and does not have an entrance or exit ramp for southbound I-55 (southbound traffic must exit eastbound at IL 113 to access IL 129).



Alternatives Evaluated

A range of alternatives was evaluated for future improvements. Alternatives included a no-build option, several options for each of the interchanges at Lorenzo Road and IL 129, and an option for combining both interchanges into one consolidated interchange. All of the build alternatives included no changes to the Kankakee River Bridge and considered access to the proposed BNSF Intermodal Facility and the Elion Logistics Park to the west of I-55.

The alternatives were evaluated for the amount of right-of-way that would be required, acres of wetlands that would be impacted, number of relocations of residents and businesses, and cost, as well as the improvements' ability to meet the project's purpose and need.

The following two alternatives at each interchange are being carried forward for additional evaluation.

LEGEND FOR MAPS:

Proposed Improvement

Non IDOT Improvements

Safety

Safety of the traveling public is the number one concern of the Department. In 2017, two sections of this corridor were identified among highway locations with the most pressing safety improvement needs. These locations include I-55 from south of River Road to north of Widows Road and from IL 113 to south of IL 129. During the period from 2013-2017,

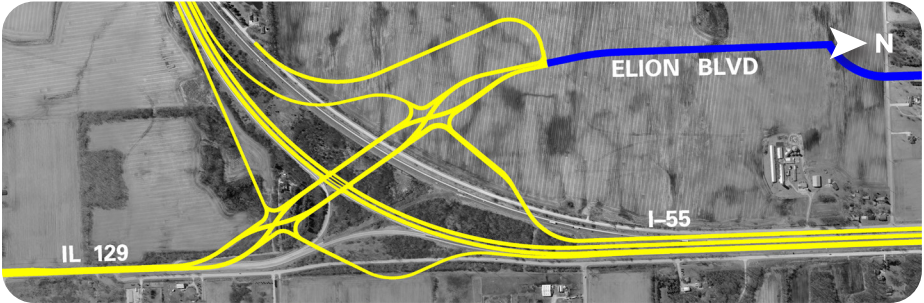
370 vehicular crashes occurred within the study area. Of those crashes, the majority of them were fixed object at 41%, followed by rear-end at 18%, and then sideswipe same-direction at 14%. There were 69 crashes that resulted in an injury, with 16 of those resulting in an incapacitating injury. There were also two fatalities, one from a head-on collision and one from a vehicle striking a pedacyclist.

IL 129 - Interchange Alternatives



STANDARD DIAMOND INTERCHANGE

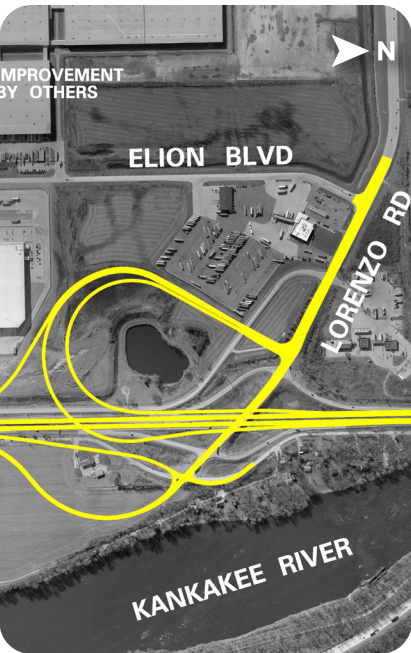
- Four standard diamond ramps
- Ramps would have traffic signals at IL 129
- New intersection to the west connecting to a proposed Elion Boulevard Extension



DIVERGING DIAMOND INTERCHANGE

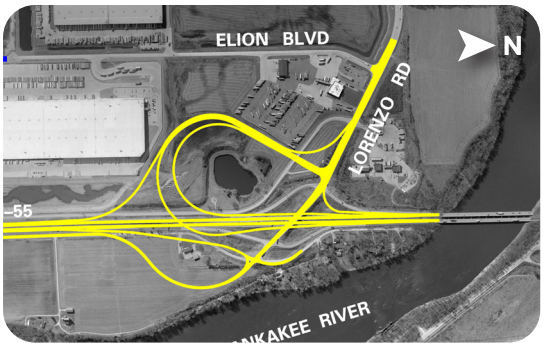
- Four standard diamond ramps
 - Ramp intersections would accommodate the eastbound and westbound crossovers that will constitute the Diverging Diamond
- Interchange configuration
 - New intersection to the west connecting to a proposed Elion Boulevard Extension

Lorenzo Road - Interchange Alternatives



MODIFIED TRUMPET INTERCHANGE

- Southbound exit is a loop ramp for EB & WB traffic, terminating at an intersection
 - Northbound exit is a standard ramp terminating at an intersection allowing left and right turns
 - East frontage road coming from the south would become Lorenzo Road as it turns west towards I-55
 - Entering southbound I-55 traffic would merge using an auxiliary lane that extends to the IL 129 exit ramp
- Entering northbound I-55 traffic would proceed on a bridge over I-55 and under Lorenzo Road to merge just north of Lorenzo Road
 - Entrance ramp west of I-55 accepts vehicles from both directions on Lorenzo Road. NB-SB split occurs further down the ramp.
 - West frontage road intersection would be located a sufficient distance from the southbound ramps intersection to allow for adequate access control at the interchange



MODIFIED TRUMPET INTERCHANGE WITH FREE FLOW RAMP

- Same as Modified Trumpet with the exception of the southbound to westbound exit ramp. Instead of a loop going under Lorenzo Road, traffic exiting westbound would exit directly to Lorenzo Road as a free-flow right turn.

In addition to evaluating interchange alternatives, alternate intersection designs are being analyzed including roundabouts.

All options being considered provide adequate capacity for 2050 traffic and provide good access to the local street network east and west of I-55. All options also have similar impacts:

- Approx. 65-70 acres of right-of-way needed
 - Approx. 10-11 acres of wetland impacts
- Approx. 2.9 acres of flood zone impacts
 - Five residential/commercial relocations